

4 GEORGE V.

SESSIONAL PAPER No. 37

A. 1914

NINTH ANNUAL REPORT

OF THE

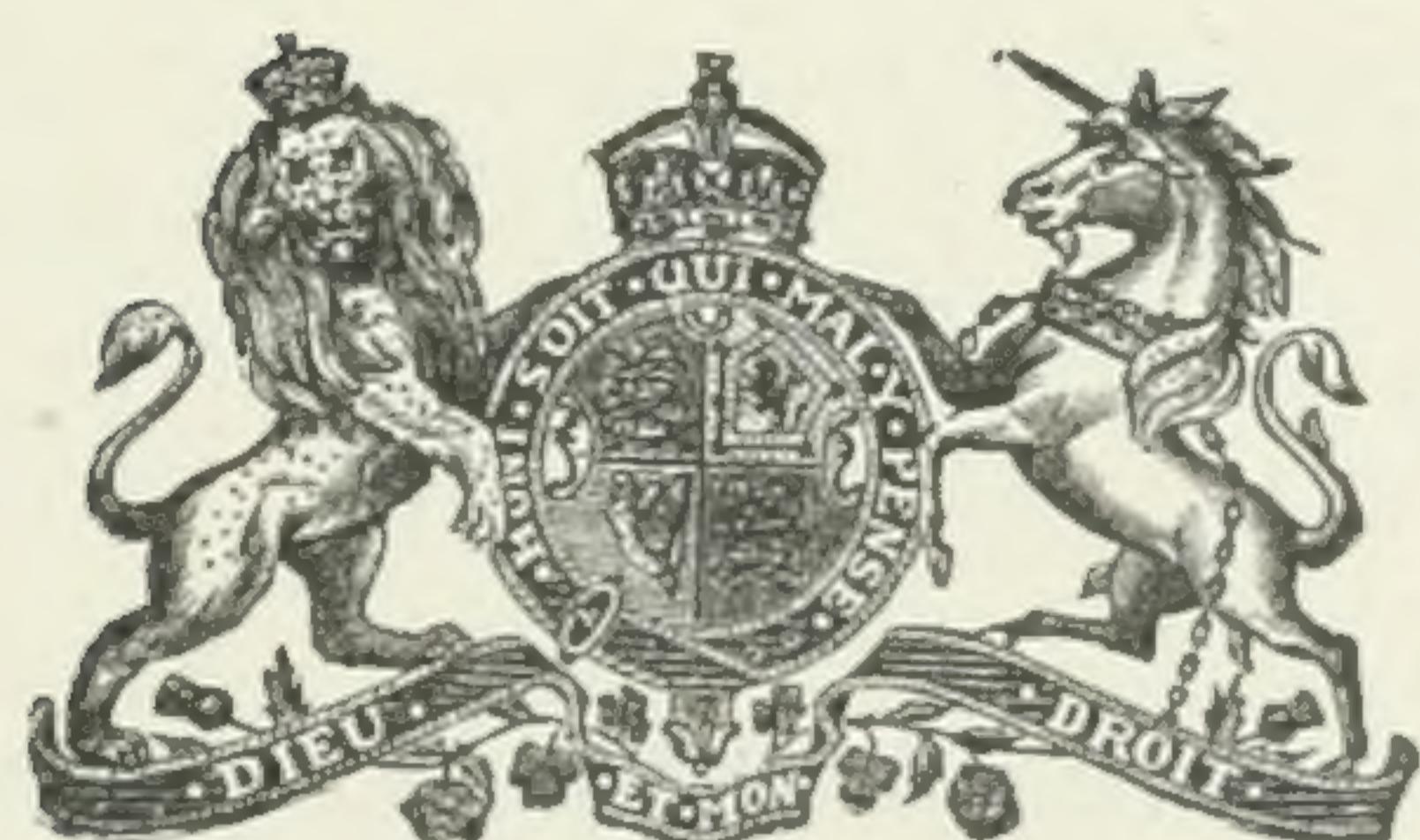
COMMISSIONERS OF THE TRANS- CONTINENTAL RAILWAY

BEING FOR THE

FISCAL YEAR ENDED MARCH 31

1913

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

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EXCELLENT MAJESTY

1913

[No. 37—1914.]

NINTH ANNUAL REPORT

OF THE

NATIONAL TRANSCONTINENTAL RAILWAY COMMISSIONERS.

OTTAWA, September 11, 1913.

Hon. F. COCHRANE, P.C.,
Minister of Railways and Canals,
Ottawa.

SIR,—I have the honour to transmit through you to His Royal Highness the Governor General in Council, the Ninth Annual Report of the Commissioners of the Transcontinental railway, being for the fiscal year ended March 31, 1913, setting forth the receipts and expenditures in connection with the eastern division of the National Transcontinental railway, and such other matters in relation to the said railway as appear to be of public interest.

Information in detail as to the progress of the work will be found in the report of the Chief Engineer, and in the reports of the District Engineers, hereto annexed.

The total expenditure during the fiscal year on account of construction was \$13,729,461.44, making the total expenditure on this account from the organization of the Commission, in 1904, to March 31, 1913, \$130,247,152.95.

(It should be noted in this connection that no payments have been made by the Commission on account of interest on capital expenditure; nor has the Commission refunded any part of the expenditure made by the Government on the approaches to the Quebec bridge before the taking over of the latter by the Commission as a part of the Transcontinental railway. Neither of these items, therefor, is included in the statement of expenditure to March 31, 1913.)

The total grading done to March 31, 1913, was 1,739 miles.

The total miles of track-laying was 1,720.36 miles in main line and 384.73 of sidings, yards and double tracking, making a total of 2,105.09 miles of track-laying.

During the fiscal year, contracts, after having been duly advertised and sanctioned by the Governor in Council, as required by the National Transcontinental Railway Act, have been awarded in each case to the lowest tenderer complying with the requirements of the Commission, as follows:—

STEEL BRIDGES.

The Canada Foundry Company, Limited.—Nine steel superstructures for bridges over Emile creek, Spruce creek, Ombabika river, Jackfish river, Mud river, Rapid creek and White Sand river, District 'E,' and Lookout river and Allan water, District 'F.'

Price: Steel, 4.60c., 4.60c., 4.60c., 4.55c., 4.60c., 4.60c., 4.60c., 4.80c. and 4.90c per pound respectively. Timber and floor system, \$54 per M. feet b.m.

The Hamilton Bridge Works Company, Limited.—Eleven steel superstructures for bridges over Kabinagagami river, Creek crossing, White river, Skunk river,

Nagagami river, Bad river, Clarke creek, Dog river, Moose river and Flint river, District 'E.'

Price: Steel, 4.55c., 4.55c., 4.55c., 4.25c., 4.55c., 4.55c., 4.75c., 4.40c., 4.35c., 4.35c. and 4.50c. per pound respectively. Timber and floor system, first six bridges, \$53 per M. feet b.m., and last five bridges, \$54 per M. feet b.m.

The Canadian Bridge Company, Limited.—Ten steel superstructures for bridges over St. Joseph river, Nagagami branch, Martin creek, Pagwachuan river, Midway creek, Mahaffy creek, Black creek (3 crossings), Kenogami river.

Price: Steel, 4.50c., 4.50c., 4.55c., 4.75c., 4.50c., 4.50c., 4.50c., 4.50c., 4.50c., 4.55c. per pound respectively. Timber and floor system, \$52 per M. feet b.m.

The Dominion Bridge Company, Limited.—Ten steel superstructures for bridges over Piequi creek, lake Travers, Upper Ribbon river, Boucher creek, Little Pitch Pine creek, East Cache creek, Oscelane river, Haycock creek, District 'B,' Cedar creek and Susie river, District 'C.'

Price: Steel, 4.14c., 4.29c., 4.29c., 4.30c., 4.17c., 4.18c., 4.19c., 4.19c., 4.87c., 4.30c per pound, respectively. Timber and floor system, \$53 per M. feet b.m.

The Canadian Bridge Company, Limited.—Two steel bridges, superstructures at Archibald street, in the city of Winnipeg.

Price: Steel, 4.65c. per pound. Timber and floor system, \$50 per M. feet b.m.

Dominion Bridge Company, Limited.—Steel superstructure for Bell River bridge, District 'C.'

Price: Steel, 5.57c. per pound. Timber and floor system, \$54 per M. feet b.m.

Canadian Bridge Company, Limited.—Two steel superstructures for Mamaguish river and Canyon creek, District 'C.'

Price: Steel, 5.12c. per pound. Timber and floor system, \$55 per M. feet b.m.

Canadian Bridge Company, Limited.—Two steel superstructures for bridges over Natagagan river and Cedar creek, District 'C.'

Price: Steel, 5c. per pound. Timber and floor system, \$55 per M. feet b.m.

Canadian Bridge Company, Limited.—Eight steel superstructures for bridges, District 'E,' as follows, viz: Mileages west of Cochrane, 238.75; Decaire creek, 245.62; Rabbit creek, 265.75; Twin river, 268.90; McDonald creek, east branch, 270.24; McDonald creek, west branch, 288.45; Kawakaskagami river, Trout creek, 289.45; 294.45, Johnson creek.

Price: Steel, 5.12c., 4.75c., 4.75c., 4.95c., 4.89c., 5.18c., 5.10c. and 4.95c., respectively. Timber and floor system, \$52, \$52, \$52, \$52, \$52, \$52, \$52, \$52, respectively.

MACHINERY, ETC.

Williams & Wilson.—200-ton mechanical coaling plants, with sand house and track approaches, at divisional points Hearst, Grant, Armstrong, Moncton, Napadogan and Edmundston.

Price: Grant, \$17,959; Armstrong, \$18,000; Hearst, \$17,927; Moncton, \$18,335; Napadogan, \$18,365; and Edmundston, \$18,347.

The Canadian Fairbanks-Morse Company, Limited.—One 1,000-ton coaling station and track approach and one sand house at Cochrane, Ont.

Price: Coaling station and track approach, \$26,800; sand house, \$1,600.

The Jenckes Machine Company.—Six air compressors, one each for Moncton, Napadogan, Edmundston, N.B.; Parent, P.Q.; Grant and Cochrane, Ont., at following

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prices, delivery f.o.b. cars: Moncton, \$2,000; Napadogan, \$2,000; Edmundston, \$2,138.36; Parent, \$2,000; Grant, \$2,100; and Cochrane, \$2,100.

E. Leonard & Son.—Five 50-K.W. Westinghouse Company generating sets, complete with Leonard engines, to be installed in engine houses at Moncton, Napadogan and Edmundston, N.B.; Parent, P.Q.; and Grant, Ont. Total consideration, \$23,359.

The Canadian General Electric Company.—Six 25 K.W. generating sets, complete with Goldie McCulloch vertical engines, to be installed in engine house at Monk, Fitzpatrick, Doucet and O'Brien, P.Q.; Hearst and Armstrong, Ont. Total consideration, \$18,190.

The Dominion Foundry Supply Company, Limited.—One 20-ton crane for freight-car shop, Transcona. Price, \$6,885.

One 10-ton crane for wheel and machine shop, Transcona. Price, \$5,895.

One 10-ton crane for steel car shop. Price, \$5,700.

Runway wires for the three cranes, complete with insulators and brackets. Price, \$500.

SEWER PIPE.

Thos. Kelly & Sons.—Construction of reinforced concrete sewer pipe and manholes on Verandrye and Archibald streets, St. Boniface, Man., at price of \$54.88 per lineal foot of sewer and \$100 per manhole.

PIPING SYSTEM, ETC., FOR CAR SHOPS AT TRANSCONA.

Haney, Quinlan and Robertson.—Construction of piping system, &c. Pipe tunnels, pipe coverings, &c., in Winnipeg car shops for lump sum of \$85,808.94, with schedule of prices for additions and deductions.

COAL FOR LOCOMOTIVE SHOPS, TRANSCONA.

Grand Trunk Pacific Railway Company.—6,000 tons No. 8 Pittsburg steam coal, delivery f.o.b. car at locomotive shops at Transcona at \$5.95 per ton.

STATIONS AND OTHER BUILDINGS.

Pierre Cauchon.—Construction of station and other buildings, as follows, viz.:—
At Monk, Scott, Wilson, McCarthy, and Robitaille, each—

	Price
One design 'A' station building, with bunks.	\$3,025
One station privy.	235
One tool house, No. 1.	258
One coal box.	129

At the Parent divisional point.—One design 'D,' station building, \$15,240.

One ice-house	\$5,689
One storehouse.	6,096
One freight shed.	5,040
One trainmen's house	6,096

The Moncton Construction Company.—One ice-house and one storehouse at Moncton, N.B. Price \$2,400 and \$7,600 respectively.

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Tharle and Crockett.—Construction of station and other buildings as follows, viz:—

From Carling to Murphy, District 'E,' section 17, at Carling, McCaig, Hawkin, Sealy, Elliott, Cameron, O'Gorman, Tolmie, Coffey, Cox, Clarke, Henderson, Jaffrey, Atkinson, Millar, Lowe, Krumm and Murphy, each:—

	Price.
One station building, design 'A,' with bunks	\$3,496
One station privy	175
One coal box	175
One tool house, No. 1	207

At Patterson, Heidman, Stratton, Wallace, Frost, McIntyre and Ronan same building and prices as above, except that stations have freight room instead of bunk at divisionl points Grant, Armstrong, each:—

One station building, design 'D'	\$22,172
One trainmen's house	11,040
One tool house, No. 1	207
One tool house, No. 2	276
One freight house	4,140
One ice-house	3,680
One storehouse	7,452

with schedule of prices for additions and deductions.

Tharle and Crockett.—Construction of station and other buildings, districts 'D' and 'F' (sections Nos. 16 and 18), as follows, viz:—

At Fowke, Holland, Campbell, McGivern, Bartram, Taylor, Smith, Stewart, Martin, Clarke, Collins, Ferguson, Jacobs, Sammy, Cameo, Gordon, each:—

	Price.
One station building, design 'A,' with bunks	\$3,496
One station privy	175
One coal box	175
One tool house, No. 1	207

At Allan and Heathcote, same buildings and prices as above except that stations have freight room instead of bunks, and no tool house is to be constructed at Heathcote, and a No. 2 instead of a No. 1 tool house is to be constructed at Collins. Price, \$276.

The Thetford Contracting Company.—Construction of station and other buildings, District 'B' (section No. 14) between Mile 81 and 154 east of the Quebec bridge, as follows, viz:—

At Langelier, Deschene, Dorion, St. Perpetue, Lafontaine, Tache, Letellier, Carroll, Lapointe, Chapais, each:—

	Price.
One design 'A' station, with bunks	\$3,495
One station privy	150
One tool house, No. 1	125
One coal box	95

And at Taschereau, same buildings and prices except in the case of station, which has freight room instead of bunks. Price, \$3,450.

The whole respectfully submitted.

Your obedient servant,

R. W. LEONARD,
Commissioner.

**CHIEF ENGINEER'S REPORT ON THE PROGRESS OF WORK FROM MARCH 31,
1912, TO MARCH 31, 1913.**

OTTAWA, ONT., August 1, 1913.

The Commissioners of the Transcontinental Railway,
Ottawa, Ont.

SIRS.—I beg to submit the following report on progress of work from March 31, 1912, to March 31, 1913:—

District 'A':—The work done during the above period was the completion of contracts No. 1, No. 4 and No. 6, covering the yard and buildings at Moncton; buildings at Napadogan, and the yard and buildings at Edmundston; and generally finishing contract No. 6; the completion of stations and other buildings all over the district.

Of the station buildings, six are 100 per cent completed, and with the exception of design 'D' at Napadogan, the balance are 95 per cent completed. These are all expected to be completed by July 1. The buildings, coaling plants, etc., at divisional points should be completed by July 1.

The section from Moncton to Edmundston was turned over to the operating department on November 21, 1912, and trains have been running between these points since that date.

The average number of men employed during the year was 268; and horses, 11.

The total length of main line track on this district is 256.29 miles; sidings and yards, 68.77 miles.

District 'B':—Contract No. 7 is practically completed as far as grading, bridges, etc., are concerned, and the buildings are about 61 per cent completed. The whole will be finally completed and ready for operation by September 1, 1913.

Contract No. 8 still requires considerable work to complete. Train-filling to the extent of some 500,000 cubic yards still remains to be done, but is expected to be completed by November 1, 1913. Some 7 miles of track are still to be laid to complete the main line on this contract, and considerable ballasting. The steel bridges are all erected excepting four, and these are to be erected this summer. Good progress has been made on the buildings, a number of which have been completed, and the rest well under way. The water service will be completed by September 1 of this year.

Contract No. 9 is all completed with the exception of trimming and re-lining track, and water service, but this latter will be finished by September 1 of this year. The buildings at the Quebec yard are practically completed.

Contract No. 9A.—The line from Quebec bridge to Quebec is practically completed from the Quebec bridge, 3 miles easterly to Sillery Point.

Contract No. 10 is all completed except roundhouse at Fitzpatrick, and some trimming up of cuts and embankments. The buildings at Fitzpatrick are well advanced.

Contract No. 11 is completed, and with a little trimming can now be operated. The buildings are 75 per cent completed.

Contract No. 12.—The grading on this contract is completed, also the concrete substructures. There are still four steel superstructures to place, amounting to 350 lineal feet in all.

Track-laying has been done over the entire contract, and the ballasting is distributed, but not entirely completed. The telegraph line is about 60 per cent completed. Only one station building has been completed to date, but the buildings at the Parent division yard are well under way. All the water tanks have been completed.

Contract No. 13B now ends at Mile 359.4 from Quebec bridge, 15 miles having been transferred during the year to District 'C.'

The grading is about 35 per cent completed, and the intention is to have the whole 55 miles comprised in District 'B' finished by November of this year.

No concrete substructures have been built as yet, and nothing has yet been done to date on steel superstructures.

Track-laying was delayed during the past year owing to the taking out of one of the largest cuts on the contract, and only one and one-half miles have been laid so far.

The average number of men employed on the district during the year was 2,272; and horses, 154.

The total length of main line track on this district is 562.1 miles, of which 500.6 miles have been laid, and 68.2 miles of sidings and yards, 6.37 miles line to Quebec, and double track, 74.57 miles.

District 'C-D'—Contract No. 13C.—This contract had 15 miles of the portion originally allotted to District 'B' transferred to District 'C' during the past year, and on this new portion clearing and grading has commenced. On the old portion the grading is nearly all done; 37 miles of track have been laid, and the substructures for bridges and culverts completed. The ballasting has been partially done, and one tank has been erected. It is expected that this contract shall be fully completed by the end of 1913.

Contract No. 14.—Practically all the grading, track-laying and steel bridge erection have been completed, but a considerable amount of train-filling and ballasting yet to be done. It is expected that everything will be completed by the end of 1913.

Contract No. 15 is now completed in every respect, and final estimate is now under way for settlement.

Contract No. 16 still requires some train-filling, completion of ballasting, completion of telegraph line, the erection of some of the steel bridges, and the erection of four water tanks. It is expected that all will be fully completed by the end of 1913.

Buildings on the above Contracts No. 13-16.—No station buildings have been erected on Contract No. 13, but this will be done during the coming summer.

On Contract No. 14, at 'Cochrane,' the engine house, coaling station, two section houses and a bunk house are completed. At 'O'Brien,' a section house has been built, and the engine house and other buildings will be erected during the coming summer.

On Contract No. 15 all the station buildings are practically completed.

On Contract No. 16 at 'Hearst,' the engine house and other divisional point buildings have been erected, and about 70 per cent of other buildings on contract erected.

The average number of men employed during the year was 1,620; and horses, 41.

The total mileage across the district is 412.81 miles. Main line track has been laid for 391.61 miles, and 82.65 miles of sidings and yards.

District 'E.'—Contract No. 17.—Track has been laid all across this contract, but the grading is only about 76 per cent completed. The percentage of track-laying completed is about 79 per cent as the division yard at 'Grant' is not yet laid, and only about 9 miles of sidings. The ballasting is about 16 per cent completed; culverts, about 15 per cent completed; and permanent bridge substructures, about 30 per cent completed.

Station buildings on this contract have not yet been started, but material is being delivered on the ground.

Contract No. 18.—Track has been laid all over this contract, and grading is about 86 per cent completed. Ballasting has only been done to the extent of 24 per cent, owing to scarcity of labour last season. Concrete culverts are 62 per cent done, and permanent substructures for bridges are 80 per cent done.

A small percentage of station buildings are completed.

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Contract No. 19E (19.64 miles).—The grading is 94 per cent completed. Track-laying is about 54 per cent completed, as the 'Armstrong' division yard is not yet laid. Ballasting is about 45 per cent completed; culverts, 80 per cent; engines and section houses, 42 per cent completed.

Station buildings under other contract about 58 per cent completed.

The length across the district is 194.86 miles, and main line track was laid across the entire district during the past season, and 21.66 miles of sidings.

The buildings at 'Armstrong' division yard are all under way; some buildings have been started on Contract No. 18, but nothing has been done on Contract No. 17 except the section house at Grant division yard. All buildings are under contract in this district.

The percentage of work done on the whole district to March 31, 1913, is 71 per cent of the total, and if labour conditions are favourable the outside work will be practically finished by the end of 1913.

The average number of men employed during the year was 807; and horses, 41.

District 'F.'—Contract No. 19F is about 91 per cent completed; contract No. 20 is about 97 per cent completed; contract No. 20A is 94 per cent completed.

Contract No. 21 is completed from the east end of the contract to the east end of Transcona yard, and final estimate has been returned for same. The portion from the Transcona yard into Winnipeg is over 90 per cent completed.

Contract No. 21A.—There still remains about 50,000 cubic yards filling to be done around shops, but this cannot be done until shops are completed.

Contract No. 22, for Red River bridge and approaches, is practically completed, a little ballasting at the approaches remaining still to be done.

Buildings.—Coaling stations at Transcona, Redditt and Graham are completed. The cinder hoists at these places are practically completed. Very little remains to be done on station buildings. From Winnipeg to Superior Junction the station buildings are completed; from this point easterly for about 60 miles these are 99 per cent completed; and from this point to eastern end of the district, 75 per cent completed.

Various other smaller contracts on this district for the construction of buildings, sewers, pipe lines, etc., have been completed, and final estimates passed for same.

The Strauss bascule lift bridge at the Red river has been completed and in operation for some time.

The total mileage across the district is 377 miles, and 381.74 miles of main line track (including double track, Transcona to Winnipeg) has been completed, and 132.33 miles of sidings and yards.

The average number of men employed during the year was 595; and horses, 12.

General.—The total mileage from Moncton, N.B., to west side of Water street, Winnipeg, is 1804.2 miles approx.

Total grading done to March 31, 1913, was 1,739 miles.

Track-laying done to March 31, 1913, in main line, 1,720.36 miles, and 384.73 miles of sidings, yards and double track.

Total track-laying, 2,105.09 miles.

Bridges, 89.5 per cent complete.

I attach hereto reports from the various District Engineers, which speak for themselves.

I also attach a list showing casualties during the year.

Your obedient servant,

GORDON GRANT,

Chief Engineer.

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CASUALTIES, MARCH 31, 1912, TO MARCH 31, 1913.

DISTRICT 'A.'

Date.	Name.	Cause of Casualty.
Aug. 9, 1912.....	K. A. Forbes, bldg. inspector.	Thrown from gasoline car, right ankle broken.
Jan. 11, 1913.....	Harding Pond, carpenter....	Died from effects of fall from staging at station, 'Napadogan.'

DISTRICT 'B,' 'TERMINALS CONTRACT.'

July 4, 1912.....	Jos. Gauvin, labourer..	Electrocuted while fixing guy wire of derrick.
Dec. 5, 1912.....	Iwon Bojko, "	Killed by blast.
May 13, 1912.....	Geo. Necuti, "	Drowned by upsetting of boat on a lake near Mile 130.
July 25, 1912.....	Nick Morar, "	Killed by being struck by derrick boom.
Dec. 26, 1912.....	Ed. Moriarty, "	Drowned in lake Grennon by being pinned under dump car which rolled down embankment into the lake and drew him after it.

DISTRICT 'C-D.'

April 12, 1912.	Garfield Canning.....	Died from effects of clothing accidentally catching fire.
May 29, 1912.....	Jos. W. Wilson.....	Fell under wheels of moving train.
June 4, 1912.....	Chas. Whitby.....	" " "
" 29, 1912.....	Jas. Pinkney.....	Died from effects of clothing accidentally catching fire.
July 2, 1912.....	Thos. F. Meaney.....	Crushed between cars.
" 7, 1912.....	Chris Tony.....	Accidentally drowned while bathing.
Sept. 21, 1912.....	Ephraim Laroche.....	Cook on Res. 6-D, died from heart trouble in New Liskeard hospital.
Feb. 12, 1913.....	George Dedoka.....	Killed by being struck by pieces of broken fly wheel of saw.

DISTRICT 'E.'

July 26, 1912.....	T. H. Rogers.....	Timekeeper. drowned by boat upsetting in Kawakash-kagama river.
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REPORT OF DISTRICT ENGINEER—DISTRICT 'A.'

GORDON GRANT, Esq.,
Chief Engineer, N.T.R.,
Ottawa.

SIR,—I beg to report for the fiscal year ended March 31, 1913, as follows:—

GENERAL.

The work done during the period was the completion of Contracts Nos. 1, 4 and 6, covering the yard and buildings at Moncton, buildings at Napadogan and the yard and buildings at Edmunston, and generally finishing Contract No. 6, and erecting stations and other buildings in the district. The section from Moncton to Edmundston was turned over to the operating department on November 21, 1912, and trains have been running between these points since that date.

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CONTRACT No. 1.—MILE 0-50.

This contract is complete except engine house at Moncton, which is 91 per cent done, and will be finished as rapidly as possible. Work on the contract during the year was the completion of grading Moncton yard, and the laying of track and ballasting, and installing water and sewer systems.

Existing track on Contract No. 1 as follows:—

	Miles.
Main line.	49.962
Sidings—	
Mile 6.5, Lutesville.	0.665
" 14.5, Segawa.	0.663
" 23, North Branch.	0.658
" 33.5, Alward.	0.663
" 40, Pangburn.	0.663
" 49.5, Bronson.	0.663
	—
	3.975
Trackage, Moncton Division Yard.	11.210
Salisbury Ballast Pit Line.	6.252
	—
Total.	71.399

CONTRACT No. 2.—MILE 50-58.

Was completed in 1911, and final estimate has been returned.

Existing track on Contract No. 2 as follows:—

	Miles.
Main line.	8.000
Sidings—	
Mile 56.5, Chipman.	0.666
" 56.5, Chipman.	0.114
	—
	0.780
Connection with N.B.C. and Ry. at Chipman.	1.220
Total.	10.000

CONTRACT No. 3.—MILE 58-97.

Was completed in 1910. Final estimate has been returned.

Existing track on Contract No. 3 as follows:—

	Miles.
Main line.	39.298
Sidings—	
Mile 66.5, Cantor.	0.664
" 73.5, Sunbury.	0.663
" 80.5, Bantalor.	0.663
" 88.5, North Cains.	0.663
" 96.5, McGivney.	0.627
	—
	3.280
Connection with I.R.C. at Mile 96½—	
On north side, with siding.	0.854
" south " " "	0.350
	—
	1.204
Total.	43.782

Contract No. 4—Mile 97-164.

With the exception of engine house, for which contract was not let until 1911, the contract was finished in 1910. Engine house is now 91½ per cent done, and, so far as sub-contractors are concerned, is finished; the only work remaining is being done by mechanical department. Some rearrangements of track at Napadogan yard were made necessary owing to changes in plans, and this was done. The water and sewer systems were completed during the period.

Existing track on Contract No. 4 as follows:—

	Miles.
Main line.....	66.359
Sidings—	
Mile 108.5, Maple Grove	0.683
" 124.5, Ballast Pit.....	0.417
" 125, Riversdale.....	0.663
" 131.5, Ballast Pit.....	0.473
" 133.5, Juniper.....	0.658
" 146, Summitt.....	0.663
" 153.....	0.200
" 159, Longley.....	0.664
" 159, Longley.....	0.528
" 163, Wapske.....	0.200
	5.149
Napadogan division yard, Mile 117.5.....	11.490
Connection with C.P.R., Mile 163, including 'Y'.....	1.155
	84.153

Contract No. 5—Mile 164-195.

The east abutment of Salmon river viaduct was built—all other work on this contract was completed in 1911. The lining of the tunnel at Mile 78½ had been considered, but it has been decided not to go on with this work. Final estimate for the contract has been submitted.

Existing track on Contract No. 5 as follows:—

	Miles.
Main line.....	31.819
Sidings—	
Mile 165.5, Plaster Rock.....	0.659
" 165.5, Plaster Rock.....	0.238
" 171.0, McLaughlin's.....	0.277
" 177.0, Blue Bell.....	0.663
" 179.0, Davis.....	0.181
" 182.0, Peterson	0.227
" 186.0, Drummond.....	0.663
" 193.5, Grand Falls	0.669
" 193.5, Grand Falls.....	0.217
	3.794
Connection with C.P.R., Mile 195.....	1.045
Spur to ballast pit, Mile 179.....	0.318
	36.976

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CONTRACT No. 6—MILE 195-256.

This contract was completed in the fall of 1912, including engine house and machine shop at Edmundston. Work done during the year was the completion of Edmundston yard, including track-laying and ballasting, building engine house and putting in water and sewer system; also the completion of ballasting throughout the contract and rip-rapping the embankments at Baker lake, and at exposed places along the St. John river. The superstructure at the highway crossing, Mile 251, has not yet been erected. The Dominion Bridge Company are contractors for this. Final estimate for contract 6 should be ready by August 1.

Existing track on Contract 6, as follows:—

	Miles.
Main line.	60.854
Sidings—	
Mile 200, Bellefleur.	0.666
" 200, Bellefleur.	0.117
" 205, St. Leonards.	0.652
" 205, St. Leonards.	0.189
" 209.5, Sigas	0.164
" 214, Quisibis.	0.663
" 214, Quisibis.	0.133
" 220.5, Green River.	0.664
" 220.7, Green River.	0.188
" 225.5, St. Basil.	0.114
" 237, St. Hilaire.	0.133
" 238, St. Hilaire.	0.664
" 242.5, Baker Brook.	0.133
" 242.5, Baker Brook.	0.589
" 246.5, Caron Brook.	0.133
" 251, Foss.	0.133
" 251.5, Foss.	0.648
	5.983
Edmundston division yard.	10.662
C.P.R. diversions—	
At Mile 202.	0.548
At Theriault, Mile 216.	2.496
At St. Basile, Mile 224.	0.223
	3.267
Ballast pit spur, Mile 195.5.	0.507
Ballast pit spur, Mile 239.5.	0.616
	81.889

STATIONS.

Contract No. 66 includes the following stations; the percentage done to March 31 is shown opposite each. This contract will have final estimate returned in July.

	Per cent.
Mile 6, Lutesville, design 'A'.	95
" 144, Segawa, design 'A'.	95
" 23.3, North Branch, design 'A'.	95
" 33.5, Alward, design 'A'.	95
" 40, Pangburn, design 'A'.	95
" 49.5, Bronson, design 'A'.	95
" 56.5, Chipman, 26 feet by 60 feet.	95

STATIONS.—*Continued.*

	Per cent.
Mile 66.5, Cantor, design 'A'	95
" 73.5, Sunbury, design 'A'	95
" 80.5, Bantalor, design 'A'	90
" 88.5, North Cains, design 'A'	90
" 96.5, McGivney Junction, 26 feet by 60 feet	95
" 108.5, Maple Grove, design 'A'	95
" 118, Napadogan, design 'D'	50
" 125, Riversdale, design 'A'	90
" 133.5, Juniper, design 'A'	90
" 146, Summit design 'A'	90
" 159, Longley, design 'A'	95

CONTRACT No. 6A.

The following list shows stations included in this contract, and the percentage done to March 31. Final estimate will be submitted by July.

	Per cent.
Mile 165.5, Plaster Rock, 26 feet by 60 feet	95
" 177, Blue Bell, design 'A'	90
" 186, Drummond, design 'A'	90
" 193.5, Grand Falls, 26 feet by 60 feet	90
" 200, Bellefleur, design 'A'	95
" 205, St. Leonards, 26 feet by 60 feet	90
" 214, Quisibis, design 'A'	100
" 220.5, Green River, design 'A'	100
" 230.5, Edmundston, design 'D'	100
" 237.5, St. Hilaire, design 'A'	100
" 242.5, Baker Brook, design 'A'	100
" 251, Foss, design 'A'	100

BUILDINGS, ETC., AT DIVISION YARDS.

At Moncton the percentage done on each is shown by the following list:—

	Per cent.
Store and oil house	100
Ice-house	100
Coaling plant	90
Cinder hoist foundation	90

These should be finally completed by July 1, 1913.

At Napadogan the following list shows buildings and percentage done:—

	Per cent.
Bunk house	95
Ice-house	95
Freight shed	90
Coaling plant	60
Cinder hoist foundation	100

These should be finally completed by July 1, 1913.

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At Edmundston the following list shows buildings and percentage done:—

	Per cent.
Store and oil house.....	100
Bunk-house.....	100
Ice-house.....	100
Coaling plant.....	95
Cinder hoist foundation.....	100
Freight shed.....	100

RIGHT-OF-WAY.

A number of claims in Madawaska county were dealt with before the Exchequer Court, which sat at Edmundston in September, 1912, and were finally disposed of. In addition, Mr. Pharand has closed up a number of cases since my last report, so that the number remaining is very small.

The claim of the New Brunswick government for compensation for Crown lands taken has been settled.

The claims of the New Brunswick railway and the Alex. Gibson Company are to come before the Exchequer Court which sits in St. John in June. The Miramichi Lumber Company accepted the offer made by the Commissioners.

POLICE AND FIRE PROTECTION.

No staff has been employed for the above purposes during the year.

CASUALTIES ON ENGINEERING STAFF.

Mr. K. A. Forbes, Inspector of Buildings at Edmundston, was badly injured on August 9th by being thrown from a gasoline car which was derailed. Both bones of his right ankle were broken. He was put under the surgeon's care as quickly as possible, and was able to resume his duties after an interval of about two months.

CASUALTIES ON CONSTRUCTION.

None.

All of which is respectfully submitted.

C. O. FOSS,
District Engineer.

ST. JOHN, N.B., July 19, 1913.

REPORT OF DISTRICT ENGINEER, DISTRICT 'B.'

QUEBEC, July 10, 1913.

GORDON GRANT, Esq.,

Chief Engineer, N.T.R.,
Ottawa.

SIR,—I beg to transmit herewith, in compliance with your instructions of the 4th instant, a report for the fiscal year ending March 31 last, which shows, besides the work done during this period, the total percentage of work done to date on the several contracts comprised in District 'B.'

CONTRACT 7, MILES 203-150, NEW BRUNSWICK BOUNDARY WESTERLY.

Contractors—M. P. and J. T. Davis.

On this contract, the grading, ballasting, culverts and bridges are all completed. There is a little trimming work to be done, and the fencing and telegraph lines are not quite finished yet. The construction of the station buildings is well advanced, but the water tanks are not yet built. Were it not for the water tanks, this contract could now be placed under operation, but the whole will be finally completed and ready to hand over to the Commissioners by the first of September, 1913.

Superstructures.—All the superstructures are completed with the exception of two small spans, one at Mile 160, Rochue river, a 30-foot span; the other at Mile 155, Fourchue river, a 24-foot span, which will be erected during this summer.

Percentage of work done to date.—The following are the percentages of the several items on this contract:—

Description.	Percentage previously Returned.	Percentage to date.
Grading	81	95
Track-laying	90	95
Ballasting	46	95
Trestles-culverts	85	95
Permanent bridges (substructures)	88	95
Water service	02	91
Telegraph line		
Buildings		61

CONTRACT No. 8, MILES 150-0, QUEBEC BRIDGE.

Contractors—M. P. and J. T. Davis.

Grading.—From Mile 150 to Mile 130 the grading is completed.

At Mile 115 occurs a very heavy fill, consisting of some 300,000 yards, which is now about two-thirds completed. Between Miles 115 and 130, there are still 400,000 yards of filling-in to do. Two steam shovels will readily complete this work by the first of November.

Concrete substructures.—These substructures are now all completed.

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Superstructures.—The superstructures not yet erected are as follows:

- Mile 147.5, Little Black river.—30-foot through span.
- " 143.6, Manic river.—50-foot deck girder.
- " 137.1, Rivière-du-Loup. One 80-foot, two 60-foot spans.
- " 127.7, Eaux Chaudes.—60-foot girder.

These superstructures will be erected this summer, by the Dominion Bridge Company.

Track-laying.—There are still 7 miles of main line track to lay between Miles 123 and 130.

Ballasting.—The ballasting has not proceeded satisfactorily. Unless better progress is made this year, this contract will not be completed in time for the first of September, as agreed upon between the contractors and ourselves.

Telegraph Line.—Not much attention has been paid to this, though the work can easily be finished in time for the operation of the line by September.

Buildings.—Good progress has been made on the construction of the buildings. At our Monk division yard, the foundations for the roundhouse are completed, and the station, trainmen's house, ice and storehouses are well under way.

Water Service.—The erection of the tanks has been neglected, but the water service can easily be completed in time for the first of September of this year.

PERCENTAGE OF WORK DONE TO DATE.

Description.	Percentage previously reported.	Percentage to date.
Grading	85	94
Tracklaying	75	95
Ballasting	25	50
Trestles-culverts	92	95
Permanent substructures	80	95
Water service	2	25
Telegraph line	43	60
Buildings		60

Completion of Work.—Unless the contractors take serious steps to rush the work on this contract, I very much fear they will not be able to keep to their undertaking to complete the work and hand it over to the Commissioners by the first of September of this year.

CONTRACT No. 9, MILE 0-50, Q.B. EASTERLY.

Contractors—M. P. and J. T. Davis.

The grading, superstructures, substructures, track-laying, ballasting, telegraph line and buildings are completed. There is still a little trimming to do. The water service has still to be attended to, but can easily be completed by the first of September. At our Quebec yard, the roundhouse is practically completed, and so are the station, trainmen's house, store and ice houses. The remaining stations on this contract are also finished.

TERMINALS CONTRACT.

Contractors—M. P. and J. T. Davis.

Little has been done on this contract, as no final decision has yet been arrived at by the Commissioners. The work done consists of levelling the Quebec yard and making the rock excavation for riprap purposes between Sillery Point (Mile 3) and the Cap Blanc Church (Mile 5.5). The line from the Quebec bridge to Quebec is practically completed from the Quebec bridge three miles easterly to Sillery Point, Mile 3.

Casualties.—Two casualties have taken place at the Quebec yard since the first of May, 1912. Joseph Gauvin, a French-Canadian, 39 years of age, was killed on the 4th July while fixing a guy wire to a derrick, when the wire crossed a wire of the Electric Company, causing electrocution.

On the 5th December, Iwon Bojki, Austrian, 23 years of age, was killed by a blast.

Percentage of Work Done to date on Contract 9.—

Description.	Percentage previously reported.	Percentage to date.
Grading	99	98
Track-laying	90	95
Ballasting	50	95
Trestles-culverts	91	95
Permanent substructures	98	98
Water service	02
Telegraph line	95	95
Buildings		95

CONTRACT No. 10, MILES 50-150, Q.B., WESTERLY.

Contractors.—Macdonell and O'Brien.

The grading, concrete substructures, superstructures, track-laying, ballasting, telegraph line and water service are all completed. A second clearing of the right-of-way will have to be done, as well as some trimming up of cuts and embankments, and the fences will also have to be gone over before this contract is taken off the contractors' hands.

At our Fitzpatrick yard, the roundhouse is well under way, and the construction of the station, trainmen's house, store and ice houses, is well advanced.

Percentage of Work Done to date.—

Description.	Percentage previously returned.	Percentage to date.
Grading	97	99
Tracklaying	95	99
Ballasting	70	95
Trestles-culverts	99	99
Water service	60	95
Telegraph line	95	95
Buildings		60

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CONTRACT No 11, MILES 150-196.4, Q.B. WESTERLY.

*Contractors.—Grand Trunk Pacific Railway.**Sub-Contractors.—Macdonell and O'Brien.*

The grading, concrete substructures, superstructures, tracklaying, ballasting, telegraph line and water service, are now all completed. With a little trimming, the contract can now be operated.

Percentage of work done to date.—

Description.	Percentages previously returned.	Percentage to date.
Grading.....	99	99
Track-laying.....	95	99
Ballasting.....	95	99
Trestles-culverts.....	95	99
Permanent bridge substructures.....	95	99
Water service.....	95	99
Telegraph line.....	95	99
Buildings.....		75

CONTRACT No 12, MILES 196.4-303.4, Q.B. WEST.

Contractors.—Macdonell and O'Brien.

Grading.—The grading on this contract is completed.

Concrete substructures.—The concrete substructures are completed.

Superstructures.—The following superstructures were erected on this contract during the past year:—

- Mile 226.3, Lake Travers.
- “ 235.1, Boucher creek.
- “ 228.3, Upper Ribbon.
- “ 258.0, Little Pitch Pine.
- “ 276.2, East Cache creek.

The following superstructures have still to be erected:—

- Mile 223.0, Pickui creek.—One 60-foot span.
- “ 278.7, Lake Oscelaneo.—One 50-foot and two 40-foot spans.
- “ 284.0, Haycock creek.—One 70-foot span.
- “ 303.5, Susie river.—One 90-foot span.

Track-laying.—Track has now been laid over the whole contract.

Ballasting.—The ballasting, though not entirely completed, is distributed over the entire length.

Telegraph line.—The telegraph line is about two-thirds completed.

Buildings.—But one station has been completed to date. At the Parent division yard, the construction of the roundhouse is far advanced, and design 'D' station, trainmen's, store and ice houses are well under way.

Water service.—All the tanks on this contract are completed.

Percentage of work done to date.—

Description.	Percentage previously returned.	Percentage to date.
Grading	74	95
Track-laying	75	80
Ballasting	35	70
Trestles-culverts	48	90
Permanent bridge sub-structures	70	90
Water service	23	95
Telegraph line	45	59

CONTRACT No. 13.—MILES 303.4-359.4, DIST. BCB.

Contractors.—*Macdanell and O'Brien.*

Formerly seventy-one miles of this contract were added to District 'B.' Owing to facility of construction from the west end, fifteen miles have now been taken off District 'B' and added on to District 'C,' so that the end of Contract No. 13 on District 'B' is now at mile 359.4.

Grading.—The grading on this contract is about one-third completed. The contractors promise to have the whole 55 miles comprised in District 'B' finished by November next.

Concrete substructures.—No substructures have been built on this contract as yet, but the Mamaguish bridge at Mile 127, and Canyon creek at Mile 155, will be erected during the year.

Superstructures.—Nothing has been done to date on superstructures.

Track-laying.—But one mile and a half of track has been laid so far, delay having been experienced in taking out one of the largest cuts on the contract. Had it not been for this, ten to twelve miles more of track would have been laid this year.

Casualties.—On May 13, 1912, two Roumanians, George Necuti and Nic Morar, were drowned by the upsetting of a boat on a lake, near Mile 130.

On July 25, 1912, Ed. Moriarty was killed by being struck by a derrick boom.

On December 26, 1912, a Russian, named Josef Petrovitz Hrenue, was drowned in lake Grennon by being pinned under a dump car which rolled down the embankment into the lake and drew him after it.

Percentage of work done to date.—

	Per cent.
Grading	35
Track-laying	1
Ballasting	..
Trestles-culverts	15
Permanent bridge sub-structures	4
Water service	..
Telegraph line	..

CONCLUSION.

Contract No. 7 may be operated on July 1, 1913.

" 8 provided the contractors use their utmost endeavours to keep their agreement by November 1.

" 9 on September 1.

" 10 "

" 11 "

" 12 "

" 13, though not completed, might be operated on December 1, 1913.

Yours very truly,

A. E. DOUCET,

District Engineer.

REPORT OF DISTRICT ENGINEER—DISTRICT 'C-D.'

COCHRANE, ONT., July 23, 1913.

GORDON GRANT, Esq.,
Chief Engineer, N.T.R.,
Ottawa, Ont.

SIR,—In accordance with your circular of July 4th, file 12,424, I beg to report on progress of work on Districts 'C-D' for the fiscal year ending March 31, 1913.

CONSTRUCTION.

The district comprises 58.57 miles of Contract No. 13, and the whole of Contract No. 14 (150 miles), No. 15 (100 miles) and No. 16 (104.57 miles), covering through mileage 820.23 to 1233.37.

Contract No. 13.—Since last year's report, 15 miles have been added to the length of this contract allocated to this district. The original 43.57 miles so allocated are now nearly all graded, culverts built, and steel bridge abutments and piers completed. Track has been laid on 37 miles, and partially ballasted. One steel tank has been erected. The extra 15 miles above referred to have been cleared, and grading on same commenced. It is expected that the whole of the grading contract, as well as the steel bridge and water tank erection on the entire portion of Contract 13 comprised in District 'C-D' will be completed by end of 1913. Percentage of work done on the contract is as follows:—

	Per cent.
Grading	34.74
Track-laying	46.70
Ballasting	11.29
Total contract	35.47

Contract No. 14.—Practically all grading, track-laying, and steel bridge erection have been completed since last report. Five water tanks have been built, and telegraph line finished. There has still to be done, to complete this portion, a considerable amount of train-filling and ballasting, but it is hoped that same will be completed by end of 1913. Percentage of work done on this contract is as follows:

4 GEORGE V., A. 1914

	Per cent.
Grading.....	94.32
Track-laying.....	87.68
Ballasting.....	69.14
Total contract.....	89.21

Contract No. 15.—Is now completed in every respect.

Contract No. 16.—Grading, track-laying, concrete culverts, piers and abutments are all completed. A considerable amount of ballasting done. Work still unfinished, but which it is expected will be completed by end of this year, is as follows:—

Train-filling in several sags, and temporary trestles.

Completion of ballasting.

Telegraph line.

Completion of erection of steel bridges at west end of contract.

Erection of four steel tanks.

Percentage of work done on this contract is as follows:—

	Per cent.
Grading.....	82.50
Track-laying.....	87.78
Ballasting.....	54.46
Total contract.....	81.63

Contracts Nos. 13 and 14.—No station buildings have yet been erected, but it is proposed to build these during the coming summer.

Contract No. 14.—Comprises two divisional yards, Cochrane and O'Brien. At Cochrane, the engine house and coaling station are completed, also two section houses and a bunk-house. At O'Brien, a section house has been built, and the engine house and other necessary divisional point buildings will be erected this year. Percentage of work done on this contract is 2.44 per cent.

Contract No. 15.—All station buildings practically completed. Percentage of work done is 98.23 per cent.

Contract No. 16.—Station buildings at east end of contract finished; at west end in progress. There is a divisional yard on this contract (Hearst) where the engine house and other divisional point buildings have been erected; 65.70 per cent of all these buildings finished on March 31, 1913.

FIRE AND ACCIDENTS.

As the summer of 1912 was wet and cold, few bush or other fires occurred, and scarcely any damage was reported from this cause.

Very little sickness and few accidents occurred amongst our staff, or the staff and workmen of the various contractors.

STAFF.

Several changes in the District Office and Field Staffs were made from time to time during the year, on account of the completion of much of the outside work.

I took charge of combined District 'C-D' after the end of the fiscal year under review.

Yours truly,

T. S. ARMSTRONG,
District Engineer.

REPORT OF DISTRICT ENGINEER—DISTRICT 'E.'

COCHRANE, ONT., July 23, 1913.

GORDON GRANT, Esq.,
Chief Engineer, N. T. R.,
Ottawa, Ont.

SIR,—In accordance with your circular of July 4, file 12,424, I beg to report on work done on District 'E' during the fiscal year ending March 31, 1913.

CONSTRUCTION.

The district covers three contracts: Contract 17 (100 miles), Contract 18 (75 miles, and Contract 19 (19.64) miles, covering through mileage 1,233.37 to 1,428.61.

Contract 17.—This contract, of approximately 100 miles, extends from District Mileage 60 to 160.

The grading is 75.98 per cent completed.

Track-laying, 78.56 per cent completed. Main line, 100.26 miles being finished, and 8.89 miles of sidings. Division yard at Grant not laid.

Ballasting is 15.7 per cent completed.

Concrete culverts are 14.89 per cent completed.

Permanent bridge substructures are 28.9 per cent completed, the two principal ones being ready for the erection of the superstructure.

The steel water tanks and telegraph wire are delivered.

BUILDINGS.

The erection of buildings has not yet been started, but material is being delivered on the ground.

The percentage of work done on this contract is 66.98 per cent of the total.

Contract 18.—This contract of 75 miles extends from District Mileage 160 to 235.

The grading is 86.3 per cent completed.

Track-laying, 93.8 per cent completed.

Ballasting, 24.0 per cent completed.

Concrete culverts, 61.8 per cent completed.

Permanent bridge substructures are 80 per cent completed, and the two principal ones are ready for the superstructure.

The percentage of work done on the whole contract is 80.7 per cent of the total.

Station buildings are 6.6 per cent completed.

Please note that buildings on all contracts are separate from the main contract.

Contract 19.—This contract of 19.64 miles extends from District Mileage 235 to 254.6.

The grading is 93.5 per cent completed.

Tracklaying is 53.7 per cent completed. Armstrong division yard not yet laid.

Ballasting, 45.4 per cent completed.

Culverts, 79.9 per cent completed.

Telegraph line, 55.9 per cent completed.

Engine house and section houses, 41.4 per cent completed.

The percentage of work done on this contract is 81.7 per cent of the total.

Buildings are 57.6 per cent completed.

4 GEORGE V., A. 1914

GENERAL.

Track-laying on the main line was finished on December 28, being laid over the whole district in one season, and connecting Cochrane and Winnipeg.

On Contract 17, one lift of ballasting was kept close to the end of steel until October, also on Contract 19 until it was covered, but this was found impossible on Contract 18 owing to scarcity of labour, so from Mile 117 to Mile 215 there is only skeleton track.

Buildings at Armstrong division yard, Contract 19, are all under way, and a start has been made on Contract 18, but nothing has been done on Contract 17, except the section houses at Grant division yard, which was built by ourselves, and are used as offices by my Division Engineer and his staff. All buildings are under contract.

As we now have track laid over the whole district, this season will be a busy one, and if labour conditions are favourable, the outside work will be practically finished.

The percentage of work done on the whole district, on March 31, 1913, is 70.9 per cent of the total.

STAFF.

Our District Office was moved from Nipigon to Hearst, it being more convenient to the work, and the services of one of my assistants were dispensed with. A reduction of staff was also made for the winter months.

CASUALTIES.

One death, by drowning, occurred during the year on my staff.

MEDICAL SERVICE.

This has been satisfactory.

POLICE.

No complaints have been made, and the service has been satisfactory.

Inspection trips have been made during the year, and my assistants have been continuously on the work.

Yours truly,

T. S. ARMSTRONG,
District Engineer.

REPORT OF DISTRICT ENGINEER—DISTRICT 'F.'

ST. BONIFACE, Man., July 12, 1913.

GORDON GRANT, Esq.,
Chief Engineer, N.T.R.,
Ottawa.

Sir.—I beg to report on the condition of the work under the various uncompleted contracts on District 'F' for the fiscal year ending March 31, 1913:—

Contracts 19, 20 and 20A, O'Brien, Fowler and McDougall Bros.; Contracts 21 and 21A, J. D. McArthur; and Contract 22, Haney, Quinlan and Robertson; remain the same as at date of interim report of the late District Engineer, A. G. Macfarlane, dated December 31, 1912, work on these contracts having been closed down for the winter months.

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Contract 57, J. McDiarmid Company, contractors, for the construction of coaling stations at Transcona, Redditt and Graham, is completed.

Contract 58F, John King, contractor, covering construction of design 'A' station buildings, section 12, is completed.

Contract 59, Grand Trunk Pacific Railway Company, contractors for the construction of cinder hoists at Transcona, Redditt and Graham, is practically completed.

Contract 60, John King, contractor, for the construction of station buildings from Graham eastwardly for a distance of 60 miles, is 99 per cent completed.

Contract 72F, Tharle and Crockett, contractors, for construction of station buildings, section 18, is 75 per cent completed.

Contract 77, for building sewer diversion at Archibald street and Verandrye and Mission streets, St. Boniface, is 99 per cent completed, the only work remaining to be done being the replacing of the asphalt pavement on Archibald street. Thos. Kelly & Sons, contractors.

Portable station at junction of Mission street line and old main line, contractors, Grand Trunk Pacific Railway Company, is completed, final estimate being given February 28, 1913.

Yours truly,

M. C. MACFARLANE,
District Engineer.

REPORT ON OPERATION OF THE LINE BETWEEN MONCTON AND EDMUNDSTON, FOR THE FISCAL YEAR ENDING MARCH 31, 1913.

The Commissioners of the Transcontinental Ry.,
Ottawa, Ont.

SIRS,—In accordance with your decision, having regard to the public interest, to operate 230 miles of the line in New Brunswick, between Moncton and Edmundston, temporarily, or until such time as the Grand Trunk Pacific Railway Co. has applied for and been granted a lease of this section of the line under the terms of the National Transcontinental Railway Act, operations were started on Wednesday, the 20th November, 1912. Mr. W. B. Cronk, who has had many years railway experience, including five years with the Canadian Pacific, was appointed General Superintendent, and a tri-weekly mixed train service was inaugurated, leaving Moncton for Edmundston on Mondays, Wednesdays and Fridays; returning Tuesdays, Thursdays and Saturdays.

As it was expected that the traffic would be very light for some time, the organization was made on very economical lines. Station agents were appointed only at the two divisional points: Edmundston and Napadogan. At Moncton arrangements were made for the use of the Intercolonial staff and terminal facilities, for which we pay according to the proportion which our business bears to the whole business done, based on car movements in and out of Moncton.

At intermediate stations, the lighting and heating of buildings is looked after by the section foremen, who live in same, which gives the public access to the station and saves expense of agents at points where, as yet, little business is done. The train conductors look after the billing of freight, &c., at such places.

The trackmen's sections are approximately 14 miles long, with only a foreman and one man per section, as a winter force. It has been necessary to take on extra temporary men on several of the sections where ice has been very troublesome owing to the excessive rainfall and numerous sudden changes in temperature.

Three (3) engines were rented from Messrs. Kennedy and McDonald, and necessary rolling stock leased from the Intercolonial Railway, at reasonable rates, but as they were unable to spare a snow plough we were obliged to purchase a new one, which is of same type as used by the Grand Trunk Pacific railway in the west, and can, doubtless, be turned over to them on reasonable terms when they begin operating this portion of the line.

The freight handled has been chiefly lumber, logs and coal, and in making rates, the Traffic Department of the G.T.P. have always been consulted in order to act in line with their general policy on rates and thus prevent any possible complications in that regard when they lease the line.

I attach statements from the Chief Accountant showing the revenue and expenditure from November 20, 1912, to March 31, 1913.

Respectfully submitted,

D. MACPHERSON,
Assistant to the Chairman.

OTTAWA, November 12, 1913.

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STATEMENT of Earnings and Expenditure *re* Operation of Edmundston Division—fiscal year, 1912-13.

OPERATING EXPENSES.

Maintenance of way and structures...	\$ 11,828 66
Maintenance of equipment...	1,314 53
Transportation expenses...	17,857 80
Other expenses...	5,145 98
	<hr/>
	\$ 36,146 97

OTHER EXPENDITURE.

Equipment...	7,009 38
Stores...	\$ 8,994 93
Less credits...	5,987 98
	<hr/>
	3,006 95
	<hr/>
	\$ 46,163 30

EARNINGS.

Freight...	\$ 10,583 23
Passenger...	2,710 35
Station and train privileges...	23 08
Switching and demurrage...	241 10
	<hr/>
Deficit...	\$ 32,605 54
	<hr/>

NOTE.—\$3,577.37 of earnings remained uncollected at close of fiscal year. Cost value of equipment and stores on hand at close of fiscal year amounted to \$10,016.33.

R. M. J. MCGILL,
Acting Chief Accountant.

REPORT OF CHIEF ACCOUNTANT.

STATEMENT of expenditure for the fiscal year ended March 31, 1913.

CHEQUES ISSUED.

1912	Contracts.		Accounts Payable.		Pay Rolls.	
	\$	cts.	\$	cts.	\$	cts.
April.....	46,410	70	37,107	24	13,615	81
May.....	503,762	63	101,001	95	77,639	76
June.....	752,242	80	323,667	59	77,960	98
July.....	1,199,770	58	264,114	00	85,700	36
August.....	1,234,261	38	103,223	59	84,031	14
September.....	1,193,767	74	149,514	22	84,674	41
October.....	1,220,025	84	271,549	63	84,186	21
November.....	1,197,107	63	136,009	71	82,838	69
December.....	1,094,779	26	246,246	69	80,084	24
1913.						
January.....	852,606	60	188,785	99	71,934	94
February.....	143,387	96	115,394	19	67,450	68
March.....	463,080	09	88,004	97	66,809	20
April.....	407,276	65	162,086	51	47,808	11
May.....	370,862	23	23,564	13	42	60
	10,679,342 09		2,210,270 41		924,777 13	

SUMMARY.

Contracts.....	\$10,679,342 09
Accounts payable.....	2,210,270 41
Pay rolls.....	924,777 13
	<hr/>
Less amount deposited to the credit of the Receiver General.....	\$13,814,389 63
	84,928 19
	<hr/>
Operation, District "A".....	\$13,729,461 44
	36,182 91
	<hr/>
Total expenditure.....	\$13,765,644 35

R. M. J. MCGILL,
Acting Chief Accountant.

ANNUAL REPORT

SESSIONAL PAPER No. 37

STATEMENT of expenditure for the fiscal year ended March 31, 1913.

SUMMARY.

Headquarters		\$190,983 55
District 'A'—Construction	\$ 620,251 75	
" 'B'—	" 4,422,368 18	
" 'C'—	" 1,683,765 54	
" 'D'—	" 1,630,869 17	
" 'E'—	" 2,330,451 09	
" 'F'—	" 2,823,932 04	
		13,511,637 77
District 'B'—Transport	\$8,454 66	
" 'C'—	" 5,712 45	
" 'D'—	" 5,792 74	
" 'E'—	" 6,256 22	
" 'F'—	" 624 05	
		26,840 12
		\$13,729,461 44
Operation, District 'A'		36,182 91
		\$13,765,644 35

R. M. J. MCGILL,
Acting Chief Accountant.

STATEMENT of expenditure for the fiscal year ended March 31, 1913.

	HEADQUARTERS.	DR.	CR.
Accounting department	\$ 24,032 12		
Purchasing department	17,456 45		
Commissioners' department	11,500 00		
Engineering department	67,619 96		
Supplies	4,377 12		
Furniture	911 56		
Freight and express	797 66		
Telegraph and telephone	2,617 17		
Rent	10,921 66		
Insurance	876 20		
Travelling expenses	7,480 48		
Advances			\$ 10,225 00
Right of way and station grounds	6,117 96		
General expenses	43,822 92		
Legal expenses	7,974 91		
Stock account		4,529 87	
Per diem charges		767 75	
	\$206,506 17	\$ 15,522 62	
LESS credits		15,522 62	
		\$190,983 55	

R. M. J. MCGILL,
Acting Chief Accountant.

STATEMENT of expenditure for the fiscal year ended March 31, 1913.

DISTRICT 'A.'	DR.	CR.
Engineering.	\$ 42,045 28	
Right of way and station grounds.	48,753 73	
Instruments.	28 20	
Contract reserve.		\$ 45,197 44
Supplies.	493 45	
General expenses.	9,594 42	
Camp outfit.	70 05	
Shop machinery and tools.	21,003 46	
Freight and express.	263 92	
Miscellaneous structures.	32,951 05	
Grading.	127,789 75	
Grubbing.	307 20	
Bridges, trestles and culverts.	42,262 49	
Ties.	18,416 34	
Rails.	827 63	
Crossings, cattle-guards and signs.	8,190 55	
Track fastenings.	1,666 22	
Frogs and switches.	235 47	
Track-laying and surfacing.	13,875 06	
Interlocking or signal apparatus.	2,500 00	
Fencing right of way.	280 89	
Legal expenses.	75 25	
Telegraph lines.	1,093 29	
Water stations.	2,588 85	
Ballast and ballasting.	28,639 04	
Station buildings and fixtures.	131,856 12	
Yards and terminals.	9,325 95	
Tunnels.	116 24	
Fuel stations.	48,672 08	
Shops, roundhouses and turntables.	68,942 51	
Clearing.	20 00	
Insurance.	2,564 70	
	<hr/>	<hr/>
	\$665,449 19	\$45,197 44
LESS credits.	45,197 44	
	<hr/>	<hr/>
	\$620,251 75	

R. M. J. MCGILL,
Acting Chief Accountant.

SESSIONAL PAPER No. 37

STATEMENT of expenditure for the fiscal year ended March 31, 1913.

DISTRICT 'B.'	DR.	CR.
General expenses.....	\$ 46,524 45	
Right-of-way and station grounds.....	58,262 94	
Instruments.....	457 44	
Contract reserve.....		\$88,505 00
Supplies.....	23,698 72	
Bridges, trestles and culverts.....	473,353 48	
Engineering.....	188,645 51	
Camp outfit	2,402 05	
Freight and express.....	5,200 82	
Medical fees.....	15 00	
Clearing.....	39,494 78	
Grading.....	2,281,455 43	
Furniture.....	170 82	
Fencing right-of-way.....	10,839 95	
Rails.....	189,365 36	
Shop machinery and tools.....	23,521 72	
Frogs and switches.....	1,397 76	
Miscellaneous structures.....	41,649 05	
Track-laying and surfacing.....	32,335 68	
Grubbing.....	7,226 76	
Tunnels.....	1,728 00	
Crossings, cattle-guards and signs.....	3,376 68	
Ballast and ballasting.....	209,487 70	
Water stations.....	38,617 00	
Telegraph lines.....	11,488 78	
Shops, roundhouses and turntables.....	221,230 54	
Yards and terminals.....	371,281 65	
Station buildings and fixtures.....	154,926 52	
Ties.....	18,256 03	
Track fastenings.....	48,636 27	
Docks and wharfs	5,092 01	
Insurance.....	341 35	
Floating equipment.....	392 93	
	<hr/>	<hr/>
	\$4,510,873 18	\$88,505 00
LESS credits.....	88,505 00	
	<hr/>	<hr/>
	\$4,422,368 18	

R. M. J. MCGILL,
Acting Chief Accountant.

STATEMENT of expenditure for the fiscal year ended March 31, 1913.

DISTRICT C.	DR.	CR.
Engineering	\$ 78,863 90	
Instruments		\$ 179 35
Supplies	24,231 31	
Camp outfit	2,400 23	
Freight and express	2,388 88	
General expenses	8,548 41	
Medical fees	46 95	
Miscellaneous structures	3,729 66	
Bridges, trestles and culverts	466,119 11	
Contract reserve		65,631 65
Clearing	23,202 30	
Grading	670,518 95	
Grubbing	24,270 41	
Ties	38,252 16	
Rails	257,973 50	
Track fastenings	38,529 48	
Ballast and ballasting	59,850 78	
Telegraph lines	577 50	
Frogs and switches	2,440 35	
Water stations	8,185 02	
Track-laying and surfacing	38,413 00	
Yards and terminals	1,034 64	
	<hr/> \$1,749,576 54	<hr/> \$65,811 00
Less credits	65,811 00	
	<hr/> \$1,683,765 54	

R. M. J. MCGILL,
Acting Chief Accountant.

STATEMENT of expenditure for the fiscal year ended March 31, 1913.

DISTRICT 'D.'	DR.	CR.
Engineering..	\$ 93,309 34	
Instruments..	88 29	
General expenses..	25,581 25	
Supplies..	24,195 04	
Station buildings and fixtures..	117,259 18	
Shops, roundhouses and turntables..	112,075 59	
Camp outfit..	1,164 88	
Freight and express..	1,660 71	
Medical fees	533 75	
Furniture..	23 08	
Shop machinery and tools..	22,146 21	
Right of way and station grounds..	343 38	
Clearing..	26,792 00	
Rails..	2,117 64	
Grubbing..	9,459 40	
Contract reserve..		\$32,984 64
Grading	526,478 48	
Bridges, trestles and culverts..	347,066 27	
Track fastenings..	22,809 45	
Ties..	8,201 18	
Yards and terminals	5 00	
Frogs and switches	22 55	
Track laying and surfacing	5,422 75	
Ballast and ballasting..	201,378 07	
Miscellaneous structures..	10,244 21	
Water stations..	23,965 46	
Telegraph lines..	7,945 51	
Insurance..	1,947 40	
Fuel stations..	52,338 98	
Operation..	19,278 76	
	<hr/>	<hr/>
	\$1,663,853 81	\$32,984 64
LESS credits..	32,984 64	
	<hr/>	<hr/>
	\$1,630,869 17	

R. M. J. MCGILL,

Acting Chief Accountant.

STATEMENT of expenditure for the fiscal year ended March 31, 1913.

DISTRICT 'E.'

	DR.	CR.
Freight and express.	\$ 4,434 94	
Instruments.		\$ 194 47
Supplies.	16,257 83	
Engineering.	80,711 78	
Camp outfit.	1,368 46	
General expenses.	12,045 34	
Medical fees.	2 68	
Ties.	268,340 96	
Furniture.	199 43	
Frogs and switches.	59 59	
Contract reserve		138,085 63
Grading	940,807 77	
Clearing.	25,278 69	
Right of way and station grounds	168 51	
Grubbing.	20,627 62	
Bridges, trestles and culverts.	618,502 74	
Track-laying and surfacing.	117,347 05	
Ballast and ballasting.	93,993 43	
Miscellaneous structures.	29,576 75	
Track fastenings.	2,746 59	
Rails.	85,279 43	
Telegraph lines.	8,857 00	
Shops, roundhouses and turntables.	60,126 88	
Station buildings and fixtures	35,425 95	
Fuel stations.	16,083 38	
Water stations.	20,500 00	
Operation.	9,613 39	
Insurance.	375 00	
	<hr/>	<hr/>
	\$2,468,731 19	\$138,280 10
LESS credits.	138,280 10	
	<hr/>	<hr/>
	\$2,330,451 09	

R. M. J. MCGILL,

Acting Chief Accountant.

STATEMENT of expenditure for the fiscal year ended March 31, 1913.

DISTRICT 'F.'	Dr.	Cr.
Instruments..		\$128 44
Supplies.	\$ 18,183 08	
Right of way and station grounds	132,170 20	
Freight and express.	3,517 40	
Camp outfit.	201 35	
Medical fees.	3 60	
Shop machinery and tools.	101,279 94	
Contract reserve.	185,074 47	
Clearing.	5,675 68	
Bridges, trestles and culverts	191,966 23	
Legal expenses.	108 68	
Rails.	123,927 08	
Miscellaneous structures.	60,806 24	
Frogs and switches	3,867 66	
Track-laying and surfacing.	17,346 29	
Tunnels.	376 06	
Ballast and ballasting.	118,151 33	
Fencing right of way.	2,916 42	
Crossings, cattle-guards and signs	32 50	
Telegraph lines.	8,647 09	
Water stations.	19,156 88	
Station buildings and fixtures	63,219 69	
Yards and terminals.	98,353 13	
Shops, roundhouses and turntables.	611,150 53	
Insurance.	6,978 32	
Ties	68,743 16	
Engineering.	120,580 95	
General expenses.	29,303 75	
Grubbing.	741 51	
Track fastenings.	12,736 04	
Grading.	781,879 70	
Fuel stations.	16,031 60	
Interlocking or signal apparatus	6,520 00	
Operation.	14,413 92	
	\$2,824 060 48	\$128 44
LESS credits.	128 44	
	\$2,823,932 04	

R. M. J. MCGILL,

Acting Chief Accountant.

STATEMENT of expenditure for the fiscal year ended March 31, 1913

TRANSPORT.

District 'B.'

Pay rolls	\$ 5,988 00
Freight and express	1,943 72
General expenses	324 54
Travelling expenses	198 40
	—————
	\$5,454 66

District 'C.'

Pay rolls	\$ 806 70
Supplies	413 70
Camp outfit	28 92
Freight and express	4,193 53
General expenses	267 88
Travelling expenses	1 72
	—————
	5,712 45

District 'D.'

Pay rolls	\$ 110 00
Freight and express	5,654 11
General expenses	6 00
Travelling expenses	22 63
	—————
	5,792 74

District 'E.'

Pay rolls	\$1,444 00
Supplies	9 20
Freight and express	4,666 52
General expenses	94 55
Travelling expenses	41 95
	—————
	6,256 22

District 'F.'

Pay rolls	\$ 408 85
Freight and express	33 45
General expenses	181 75
	—————
	624 05
	—————
	\$26,840 12

R. M. J. MCGILL,

Acting Chief Accountant.

SESSIONAL PAPER No. 37

STATEMENT of Liabilities on March 31, 1913.

Ten per cent reserved on contracts:—

District 'A'	\$168,493 97
“ ‘B’	603,804 13
“ ‘C’	202,165 71
“ ‘D’	293,342 11
“ ‘E’	286,593 57
“ ‘F’	363,949 69
	————— \$1,918,349 18

Outstanding time cheques	1,309 64
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Contingent liabilities:—

Unclaimed cheques deposited to the credit of the Receiver General	1,386 12
	————— \$1,921,044 94

R. M. J. MCGILL,
Acting Chief Accountant.

STATEMENT of expenditure from September, 1904, to March 31, 1913.

CHEQUES ISSUED.

Year.	Pay Rolls.	Accounts Payable.		Contracts.
		\$	cts.	
1904-05	428,225 66	385,445	79	
1905-06	761,942 45	714,771	65	51,239 08
1906-07	646,924 55	954,692	38	3,993,640 06
1907-08	1,002,535 82	2,346,786	77	15,637,591 05
1908-09	1,215,423 52	2,627,644	48	21,129,957 36
1909-10	1,202,445 12	2,174,880	67	16,694,267 68
1910-11	1,187,151 09	3,700,007	96	18,678,176 31
1911-12	1,059,630 64	5,031,187	29	15,115,638 77
1912-13	924,777 13	2,210,270	41	10,679,342 09
	8,429,055 98	20,145,687	40	101,979,852 40

SUMMARY.

Cheques issued for pay rolls	\$ 8,429,055 98
“ “ accounts payable	20,145,687 40
“ “ contracts	101,979,852 40

LESS amount deposited to the credit of the Receiver General	\$130,554,595 78
	659,634 56

Special item paid by the Finance Department, in 1905, for surveys made by the Grand Trunk Pacific Railway east of Winnipeg	352,191 73
	—————

Operation, District “A”	\$130,247,152 95
	36,182 91

Total expenditure	\$130,283,335 86
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R. M. J. MCGILL,
Acting Chief Accountant.

STATEMENT of expenditure from September, 1904, to March 31, 1913.

From September, 1904, to June 30, 1905.	\$ 778,363 63
For the year ended June 30, 1906 (including amount paid by the Finance Department to the Grand Trunk Pacific Railway Company for the surveys east of Winnipeg, taken over by the Commissioners, viz: \$352,191.73)	1,831,263 50
For the nine months ended March 31, 1907.	5,537,867 50
For the year ended March 31, 1908.	18,910,449 41
" " 1909.	24,892,772 98
" " 1910.	19,968,126 86
" " 1911.	23,487,853 73
" " 1912.	21,110,993 90
" " 1913.	13,765,644 35
 Total expenditure.	\$130,283,335 86

R. M. J. MCGILL,
Acting Chief Accountant.

STATEMENT of expenditure from September, 1904, to March 31, 1913.

SUMMARY.

Headquarters	\$ 1,938,971 72
District 'A'—Location.	\$ 304,367 85
" ' B.'— "	569,488 50
" ' C.'— "	529,261 81
" ' D.'— "	446,018 32
" ' E.'— "	257,543 94
" ' F.'— "	836,648 42
	————— \$ 2,943,328 85
District 'A'—Construction.	\$17,385,634 12
" ' B.'— "	41,865,437 23
" ' C.'— "	4,879,906 55
" ' D.'— "	15,072,466 83
" ' E.'— "	7,312,395 37
" ' F.'— "	37,604,958 51
	————— 124,120,798 61
District 'B'—Transport.	\$ 92,415 35
" ' C.'— "	436,887 99
" ' D.'— "	342,858 09
" ' E.'— "	239,204 36
" ' F.'— "	132,687 98
	————— 1,244,053 77
	————— \$130,247,152 95
Operation, District 'A'.	36,182 91
	—————
	\$130,283,335 86

R. M. J. MCGILL,
Acting Chief Accountant.

STATEMENT of expenditure from September, 1904, to March 31, 1915.

HEADQUARTERS.

Accounting department.....	\$ 158,525	91
Purchasing "	98,888	05
Commissioners' "	266,473	51
Engineering "	441,324	89
Supplies.....	51,338	54
Furniture and fixtures.....	25,053	59
Freight and express.....	13,972	84
Telegraph and telephone.....	24,430	55
Rent.....	92,589	99
Insurance.....	14,312	80
Travelling expenses.....	45,269	51
Advances.....	224,691	81
Right of way and station grounds.....	6,986	56
General expenses.....	345,645	28
Legal expenses.....	44,469	93
Medical service.....	3,710	55
Stock.....	52,593	49
Per diem charges.....	1,948	28
Ties.....	2,961	33
Instruments.....	12,484	96
Audit Grand Trunk Pacific Railway accounts (special)	1,617	80
Transport.....	9,681	55
		<hr/>
	\$1,938,971	72

R. M. J. MCGILL,
Acting Chief Accountant.

Statement of expenditure from September, 1904, to March 31, 1913.

DISTRICT A.	DR.	CR.
Engineering.....	722,533 63	
Right of way and station grounds.....	521,352 95	
Instruments.....	90 50	
Contract reserves.....		\$168,493 97
Supplies.....	102,882 07	
General expenses.....	202,418 35	
Camp outfit.....	7,179 56	
Freight and express.....	8,870 81	
Furniture.....	1,999 64	
Grading.....	8,228,585 51	
Clearing.....	158,263 35	
Grubbing.....	98,549 90	
Bridges, trestles and culverts.....	3,565,988 17	
Ties.....	472,154 59	
Crossings, cattle-guards and signs.....	25,089 35	
Track fastenings.....	229,384 68	
Track-laying and surfacing.....	162,461 27	
Frogs and switches.....	39,128 11	
Interlocking or signal apparatus.....	21,125 96	
Fencing right of way.....	129,237 86	
Telegraph lines.....	73,483 66	
Legal expenses.....	2,421 84	
Ballast and ballasting.....	510,140 18	
Water stations.....	154,673 23	
Station buildings and fixtures.....	161,989 32	
Yards and terminals.....	88,887 21	
Tunnels.....	51,150 71	
Shops, roundhouses and turntables.....	178,972 66	
Medical service.....	644 23	
Miscellaneous structures.....	33,585 01	
Shop machinery and tools.....	21,003 46	
Rails.....	1,529,144 14	
Fuel stations.....	48,672 08	
Insurance.....	2,564 70	
	\$17,554,128 09	\$168,493 97
LESS credits.....	168,493 97	
	\$17,385,634 12	

R. M. J. MCGILL,

Acting Chief Accountant.

SESSIONAL PAPER No. 37

STATEMENT of expenditure from September, 1904, to March 31, 1913.

DISTRICT "B."	Dr.	Cr.
General expenses.....	\$ 318,293 83	
Right of way and station grounds.....	1,045,164 71	
Instruments.....		\$ 2,551 12
Contract reserve.....		603,804 13
Supplies.....	262,640 42	
Bridges, trestles and culverts.....	7,408,825 01	
Engineering.....	1,383,255 79	
Camp outfit.....	37,912 53	
Freight and express.....	34,572 85	
Medical service.....	1,139 82	
Clearing.....	376,474 85	
Grading.....	23,583,319 97	
Furniture.....	11,179 51	
Fencing right of way.....	186,315 85	
Rails	3,099,248 22	
Shop machinery and tools.....	39,009 00	
Frogs and switches.....	63,954 50	
Miscellaneous structures.....	49,092 68	
Track-laying and surfacing.....	454,105 48	
Grubbing.....	104,099 94	
Tunnels.....	67,744 60	
Crossings, cattle-guards and signs	28,883 50	
Ballast and ballasting.....	605,310 64	
Water stations.....	114,839 53	
Telegraph lines.....	94,179 08	
Shops, roundhouses and turntables.....	282,247 88	
Yards and terminals.....	976,239 31	
Station buildings and fixtures.....	225,800 64	
Legal expenses.....	688 53	
Ties.....	1,067,553 08	
Track fastenings.....	528,512 29	
Interlocking or signal apparatus	15,362 15	
Docks and wharfs.....	5,092 01	
Insurance	341 35	
Floating equipment.....	392 93	
	<hr/>	<hr/>
	\$42,471,792 48	\$606,355 25
LESS credits.....	606,355 25	
	<hr/>	<hr/>
	\$41,865,437 23	

R. M. J. MCGILL.

Acting Chief Accountant.

Statement of expenditure from September, 1904, to March 31, 1911.

DISTRICT 'C.'

	DR.	CR.
Engineering	8 249,529 92	
Instruments	561 19	
Supplies	73,064 14	
Camp outfit	10,021 05	
Freight and express	5,748 55	
General expenses	34,740 80	
Medical service	327 86	
Furniture	824 23	
Shop machinery and tools	576 38	
Bridges, trestles and culverts	1,209,992 45	
Contract reserve		\$202,165 71
Grading	2,322,399 87	
Clearing	159,188 50	
Grubbing	98,645 65	
Ties	230,522 90	
Rails	436,427 75	
Track fastenings	50,062 00	
Ballast and ballasting	78,473 28	
Telegraph lines	20,587 35	
Legal expenses	291 73	
Frogs and switches	3,113 29	
Water stations	16,989 02	
Track-laying and surfacing	80,202 55	
Yards and terminals	1,052 14	
Miscellaneous structures	3,729 66	
	\$5,082,072 26	\$202,165 71
LESS credits	202,165 71	
	\$4,879,906 55	

R. M. J. MCGILL,

Acting Chief Accountant.

STATEMENT of expenditure from September, 1904, to March 31, 1913.

DISTRICT 'D.'	DR.	CR.
Instruments.	2,626 59	
Supplies.	150,899 46	
Engineering.	575,737 61	
Camp outfit.	27,072 56	
General expenses.	158,668 14	
Freight and express.	12,860 13	
Furniture and fixtures.	2,456 64	
Right of way and station grounds.	4,454 33	
Clearing.	305,988 97	
Bridges, trestles and culverts.	3,118,287 61	
Rails.	2,088,784 48	
Grading.	6,431,646 14	
Grubbing.	240,333 43	
Track fastenings.	326,218 39	
Ties.	646,935 98	
Yards and terminals.	9,342 32	
Frogs and switches.	45,311 25	
Track-laying and surfacing.	166,108 23	
Ballast and ballasting.	420,691 64	
Water stations.	97,556 34	
Telegraph lines.	53,749 79	
Contract reserve.	\$293,342 11	
Medical service.	1,995 22	
Legal expenses.	87 50	
Tunnels.	4,985 13	
Interlocking or signal apparatus.	2,800 00	
Crossings, cattle-guards and signs.	650 00	
Shop machinery and tools.	22,158 81	
Miscellaneous structures.	37,654 52	
Station buildings and fixtures.	144,532 71	
Shops, roundhouses and turntables.	191,649 88	
Fuel stations.	52,338 98	
Insurance.	1,947 40	
Operation.	19,278 76	
	<hr/>	
	\$15,365,808 94	\$293,342 11
LESS credits.	293,342 11	
	<hr/>	
	\$15,072,466 83	

R. M. J. MCGILL,

Acting Chief Accountant

Statement of expenditure from September, 1904, to March 31, 1913.

DISTRICT 11.	Dr.	Cr.
Instruments...	602 56	
Supplies...	65,231 21	
Engineering...	502,484 81	
Right of way and station grounds...	320 11	
General expenses...	47,360 47	
Freight and express...	11,692 35	
Camp outfit...	5,631 86	
Medical service...	123 78	
Grading...	3,866,934 34	
Clearing...	207,004 85	
Grubbing...	147,126 43	
Furniture...	738 97	
Bridges, trestles and culverts...	951,899 67	
Contract reserve...		\$286,593 57
Ties...	373,593 16	
Tunnels...	1,980 00	
Miscellaneous structures...	33,662 91	
Frogs and switches...	18,810 92	
Ballast and ballasting...	94,874 68	
Track fastenings...	146,745 45	
Rails...	1,053,339 26	
Telegraph lines...	9,359 50	
Track-laying and surfacing...	117,347 05	
Shops, roundhouses and turntables...	60,126 88	
Station buildings and fixtures...	35,425 95	
Fuel stations...	16,083 38	
Water stations...	20,500 00	
Operation...	9,613 39	
Insurance...	375 00	
	<hr/>	<hr/>
	\$7,598,988 94	\$286,593 57
LESS credits...	286,593 57	
	<hr/>	<hr/>
	\$7,312,395 37	

R. M. J. MCGILL,
Acting Chief Accountant.

STATEMENT of expenditure from September, 1904, to March 31, 1913.

DISTRICT F.	DR.	CR.
Instruments..	\$ 865 80	
Supplies..	262,360 58	
Right of way station grounds..	866,069 93	
Freight and express..	31,775 20	
Camp outfit..	18,990 45	
Medical service..	1,360 43	
Shop machinery and tools..	977,789 83	
Contract reserve..		\$363,949 69
Clearing..	332,857 80	
Bridges, trestles and culverts..	3,442,007 07	
Legal expenses..	1,978 43	
Rails..	2,486,243 38	
Miscellaneous structures..	117,623 78	
Frogs and switches..	87,632 11	
Track-laying and surfacing..	262,320 31	
Tunnels..	195,673 46	
Ballast and ballasting	601,597 70	
Fencing right of way..	43,448 74	
Crossings, cattle-guards and signs	3,987 94	
Telegraph lines..	85,279 89	
Water stations..	342,440 83	
Station buildings and fixtures..	316,090 78	
Yards and terminals..	466,759 52	
Shops, roundhouses and turntables..	2,973,685 39	
Insurance..	6,978 32	
Ties..	823,972 49	
Engineering..	1,150,498 03	
General expenses..	280,853 15	
Grubbing..	69,224 98	
Track fastenings..	408,169 98	
Grading..	21,228,976 86	
Fuel stations..	57,151 60	
Interlocking or signal apparatus..	7,492 03	
Operation	14,413 92	
Furniture..	2,337 49	
	<hr/>	<hr/>
	\$37,968,908 20	\$363,949 69
LESS credits..	363,949 69	<hr/>
	<hr/>	\$37,604,958 51

R. M. J. MCGILL,
Acting Chief Accountant.

4 GEORGE V., A. 1914

STATEMENT of expenditure from September, 1904, to March 31, 1913.

SUMMARY.

Instruments	.\$	2,195	52
Supplies		917,077	88
Engineering		4,384,039	19
Camp outfit		106,808	01
General expenses		1,042,334	74
Freight and express		105,519	89
Medical service		5,591	34
Right of way and station grounds		2,437,362	03
Furniture		19,536	48
Grading		65,661,862	69
Clearing		1,539,778	32
Grubbing		752,980	33
Bridges, trestles and culverts		19,696,999	98
Ties		3,614,732	20
Rails		10,693,187	23
Crossings, cattle-guards and signs		58,610	79
Track-laying and surfacing		1,242,544	89
Frogs and switches		257,950	18
Interlocking or signal apparatus		46,780	14
Fencing right of way		359,002	45
Telegraph lines		336,639	27
Legal expenses		5,468	03
Ballast and ballasting		2,311,088	12
Water stations		746,998	95
Station buildings and fixtures		883,839	40
Yards and terminals		1,542,280	50
Tunnels		321,533	90
Track fastenings		1,689,092	79
Shops, roundhouses and turntables		3,686,682	69
Shop machinery and tools		1,060,537	48
Miscellaneous structures		274,848	56
Fuel stations		174,246	04
Docks and wharfs		5,092	01
Insurance		12,206	77
Floating equipment		392	93
Operation		43,306	07
		\$126,039,147	79
LESS contract reserve		1,918,349	18
Construction		\$124,120,798	61
Location		2,943,328	85
Transport		1,244,053	77
Headquarters		1,938,971	72
		\$130,247,152	95
Operation, District 'A'		36,182	91
Total expenditure		\$130,283,335	86

R. M. J. MCGILL,
Acting Chief Accountant.

REPORT OF GENERAL PURCHASING AGENT.

OTTAWA, July 15, 1913.

To the Commissioners of the Transcontinental Railway.

GENTLEMEN,—I have the honour to submit the following statement of purchases made in the different provinces of Canada, and also in Great Britain and the United States, during the fiscal year ending March 31, 1913:—

Nova Scotia	\$ 26,115 15
New Brunswick	20,292 39
Quebec	186,382 60
Ontario	143,521 60
Manitoba	20,473 13
British Columbia	6,845 16
United States	13,838 64
Great Britain	325 81
	—————
	\$417,794 48

I have the honour to be,

Your obedient servant,

A. L. OGILVIE,
General Purchasing Agent

